

UNITED STATES MARINE CORPS
Logistics Operations School
Marine Corps Combat Service Support Schools
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RLO

D112

STUDENT OUTLINE

PORT OPERATIONS

LEARNING OBJECTIVES

1. Terminal Learning Objective: Given the requirement to conduct throughput operations, the operations order, and the references, conduct landing support operations, to ensure sustained throughput capacity supports the commander's concept of combat service support. (0402.04.04)
2. Enabling Learning Objective: Given the references, commander's guidance, an operations order, and a written test, identify planning considerations for port operations, per the references. (0402.04.04f)
 - a. Identify the mission of a port operation.
 - b. Identify the composition of the port operation group.
 - c. Identify the landing support units involved in a port operation.
 - d. Identify the tasks and responsibilities of a port operation group.
 - e. Identify the tasks and responsibilities of a deploying / redeploying unit in a port operation.

OUTLINE

1. **PORT OPERATIONS**. The mission of a port operation is the safe, expeditious loading and unloading of equipment, supplies, cargo, and personnel. Port operations involve receiving, processing and staging of passengers; receiving, transitting, storing, and marshalling of cargo; loading and unloading of ships; and lashing, bracing, and shoring of cargo

onboard ships. Port operations are conducted in an environment that allows emphasis to be placed on safety of the operation rather than the defense of the port and/or safety of personnel and ships.

2. PORT OPERATION GROUP (POG). The unit tasked with the landing support mission in a port operation is the port operation group (POG). A POG consists of a shore party group and a beach party group just like the Landing Force Support Party. The port authority's rules, regulations, and standing operating procedures guide the POG in its operations. Close coordination among the port operations control group, port authority, and the deploying / redeploying unit is necessary to ensure a smooth throughput of cargo.

a. Organization. The POG is task organized around a nucleus from the Beach and Terminal Operations (BTO) Company, Transportation Support Battalion (TSB). The company provides landing support specialists (MOS 0481) to assist units preparing for deployment / redeployment. Unit needs and the cargos moving through the port determine the POG's task organization. Personnel from the unit moving through the port usually augment the POG. If required, additional units, civilian agencies, contracted support (longshoremen and stevedores), and / or host nation support also can augment the POG.

The landing support units that should be in operation during port operations are, at a minimum, the:

- (1) Port command and control center.
- (2) Medical section.
- (3) Preventive medicine section.
- (4) Military police section.
- (5) Material Handling Equipment (MHE) section.
- (6) Maintenance contact teams.
- (7) Communications teams.
- (8) Bracing and shoring team.
- (9) Staging area coordination teams.

3. TASKS AND RESPONSIBILITIES

a. POG

(1) Providing technical advice to deploying / redeploying units.

(2) Providing MHE from the pier staging area to the ship / port crane lifting area or from the ship / port crane drop area to the pier staging area.

(3) Providing communications for the port operations control group.

(4) Supervising loading / unloading of gear, agricultural washdown of tactical equipment in coordination with unit personnel, customs / agricultural officials, and preventive medicine technicians.

(5) Assisting the loading / unloading unit with the staging of equipment, supplies, and cargo to expedite the loading / staging plan if required.

b. Deploying / Redeploying Unit

(1) Providing personnel to assist the POG as needed for guard, lashing, bracing, and / or shoring teams.

(2) Providing embarkation load plans.

(3) Providing material for bracing and shoring.

(4) Coordinating with the POG on embarkation / debarkation requirements.

(5) Ensuring equipment meets transportation specifications per Joint Pub 3-02.2 (Joint Doctrine for Amphibious Embarkation)

4. PLANNING CONSIDERATIONS. Planning is the key to a successful port operation. Planning considerations include:

a. Bracing and shoring material. Estimate quantities and types of bracing and shoring material needed and advises the deploying/redeploying unit.

b. Special equipment, training, and if additional time is required to load the landing craft.

c. Loading of ships from pier side with the ramp down or with the ramp up.

d. Special considerations for the use of Air Mobility Command (AMC) or AMC-chartered ships include the following:

(1) Coordination requirements with Military Traffic Management Command (MTMC) and AMC.

(2) The use of civilian longshoremen and stevedores.

(3) Special needs / restrictions when using MHE aboard AMC ships.

(4) Dunnage requirements for the ship's ramp to contact the pier.

e. Medical support required at the port.

f. Fuel requirements for all vehicles.

g. Special lifting equipment required for containers and outsized military cargo.

h. Special handling and port regulations for loading ammunition aboard ships.

i. Requirements for containers, equipment required to pack the containers, and special equipment and concerns for loading the containers onto the ship or lighterage.

j. Military and commercial transportation requirements at the port and the transportation required to move troops and equipment to and from the port.

k. Billeting and messing requirements for troops working at the port and for those awaiting movement.

l. Head and refuse services required.

m. Washdown facilities required for agricultural and customs inspections.

- n. Requirement for contact maintenance teams.
- o. Traffic control requirements in and around the port and signs directing troops to staging areas.
- p. Access to commercial communications.
- q. Rail operations at the port.
- r. Loading, unloading, staging, spills, transportation, and certification of hazardous material.
- s. Personnel requirements.

5. **COORDINATION REQUIREMENTS.** Coordinating instructions for a specific operation should be obtained from the port authority / unit embarkation officer and ship's representative. Critical information that must be addressed during planning is:

- a. Ship's docking and scheduled departing times.
- b. Port staging plan.
- c. Port hours of operation.
- d. Civilian longshoremen / stevedores hours.
- e. MHE support available.
- f. Lighting requirements.
- g. Billeting and messing available.
- h. Communications available.
- i. Lashing gangs required.
- j. Transportation coordination.
- k. Corpsmen.
- l. Maintenance contact / support teams required.
- m. Military Police.

6. **EXECUTION**

a. After the initial planning phase of a port operation has been conducted and guidance has been given concerning the operation, the POG moves to the port 24 hours prior to the deploying unit's or ship's arrival. During this 24-hour period, the POG ensures all POG teams are functional; staging areas are prepared for equipment, vehicles, and cargo; MHE is operational; lines of communications are functioning; and personnel are reminded of local safety procedures and crane and vehicle hand signals.

b. Advantage of Port Operations

- (1) Increased throughput and assembly.
- (2) Reduced personnel requirements.
- (3) Less susceptible to the effects of sea state and weather.

c. Potential Limitations of Port Operations

- (1) Increased interface with host nation.
- (2) Increased likelihood of ammunition, POL, and hazardous cargo handling and transportation restrictions.
- (3) Port congestion.
- (4) Civilian ship traffic.
- (5) Labor union requirements.
- (6) Increased security requirements.

6. REPORTS

- a. Passenger / Vehicle / Cargo (PVC) report.
- b. Port Staging Diagram.
- c. Wharfage Report
- d. Safety Checklist.
- e. After Action Report

REFERENCES:

1. FMFM 4. Combat Service Support.
2. MCWP 4-11.3. Transportation Operations.
3. MCRP 5-12D. Organization of Marine Corps Forces.
4. MCWP 4-11. Tactical Level Logistics.